

Abstract

In a passenger restraint device for an automotive vehicle, when the relative speed of the vehicle with respect to a crash object changes as a result of a driving maneuver of the vehicle performed before a crash, the actual crash time deviates from an estimated crash time calculated from the distance and the relative speed of the vehicle and the crash object. To resolve this, the actuation timing, actuation rise time and seat belt tension of a seat belt reeling-in device are varied on the basis of information relating to a deceleration rate that is a rate of decrease of the relative speed.